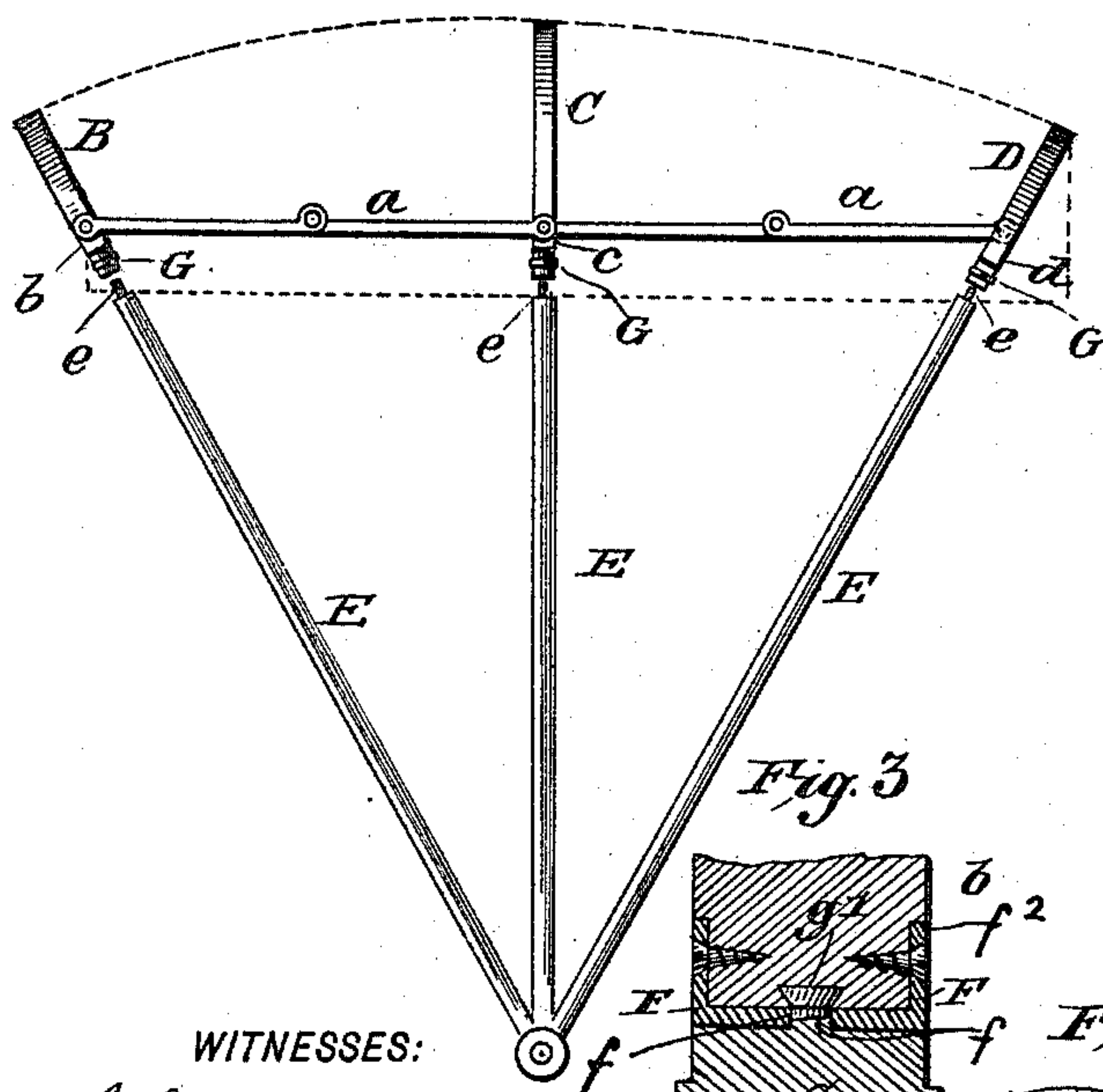
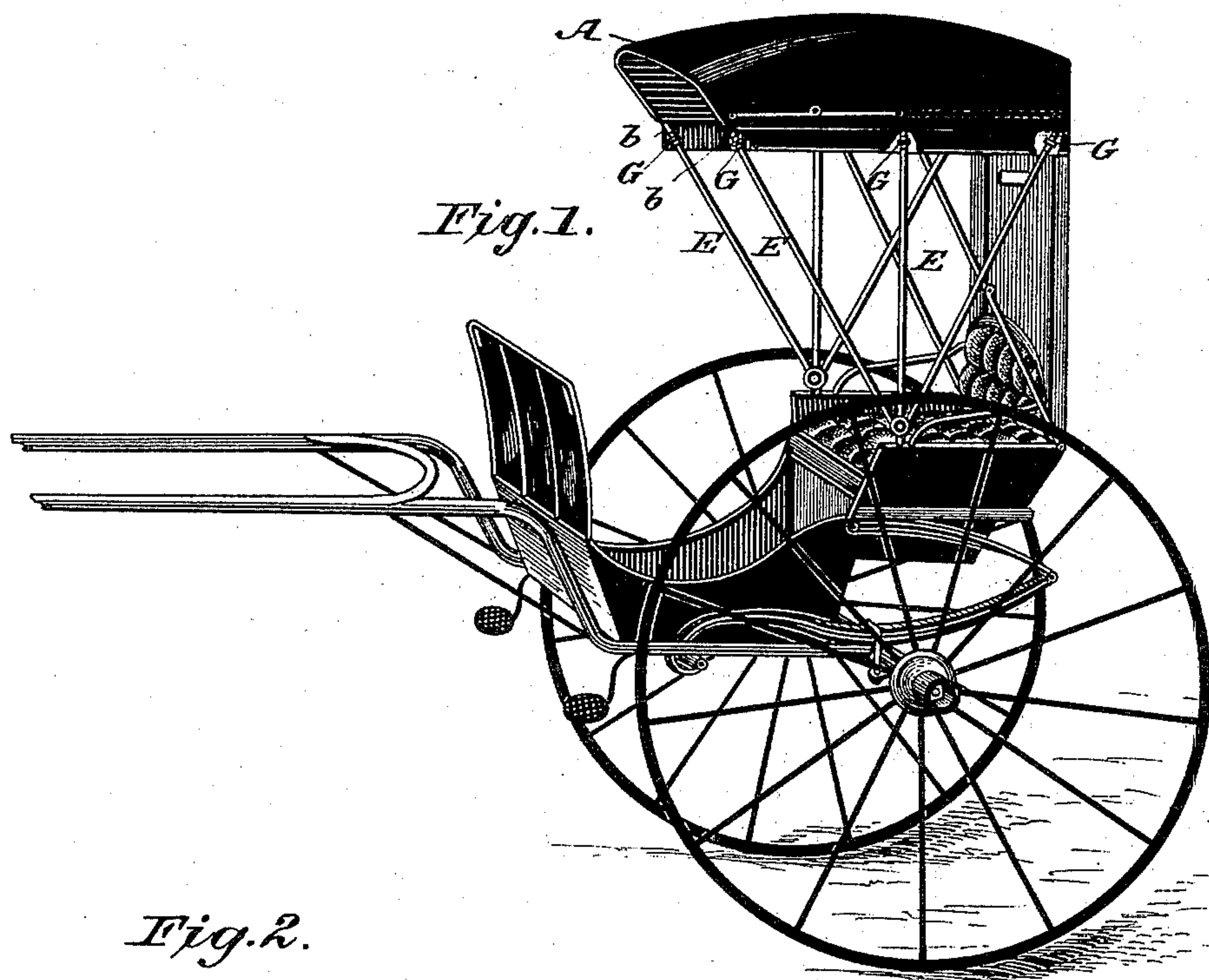


(No Model.)

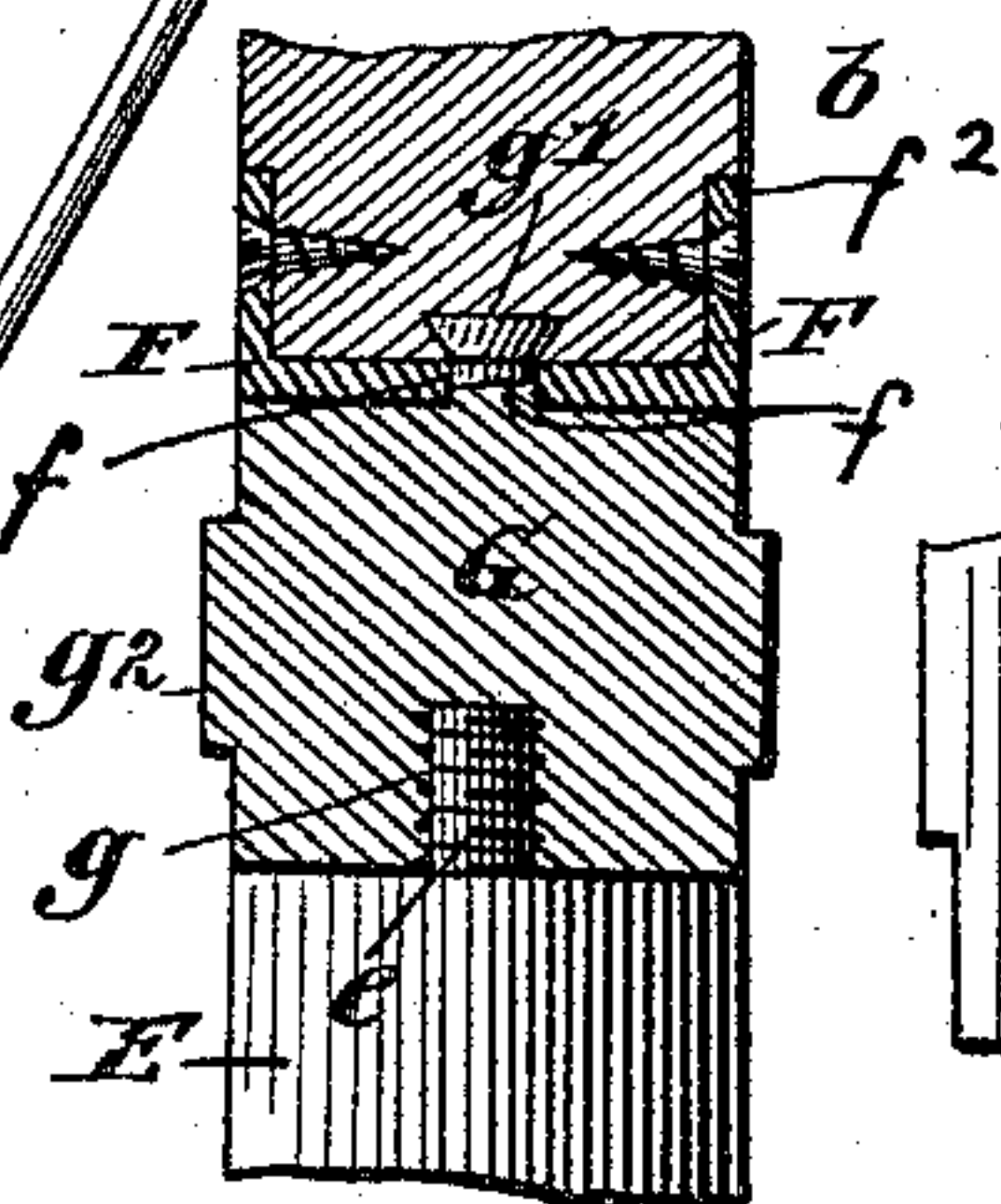
A. KRIDER.  
CARRIAGE TOP CONNECTION.

No. 573,006.

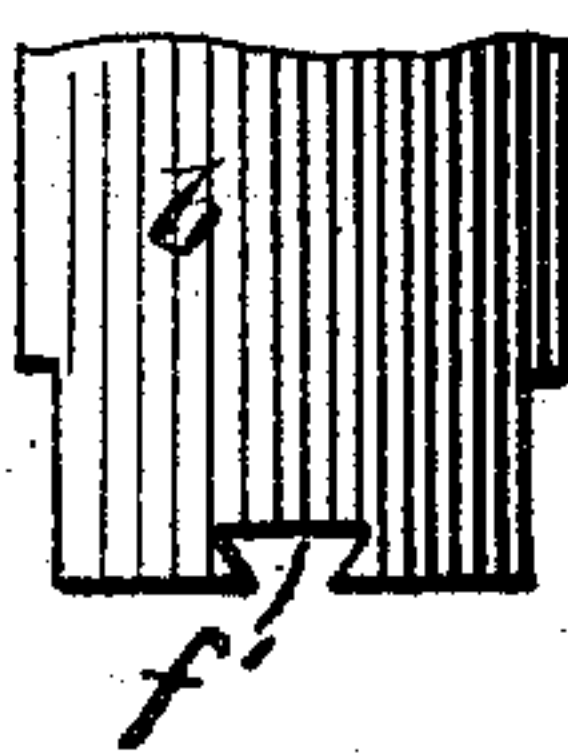
Patented Dec. 15, 1896.



*Fig. 3.*



*Fig. 4.*



WITNESSES:

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# UNITED STATES PATENT OFFICE.

AMIS KRIDER, OF CHICAGO HEIGHTS, ILLINOIS.

## CARRIAGE-TOP CONNECTION.

SPECIFICATION forming part of Letters Patent No. 573,006, dated December 15, 1896.

Application filed September 30, 1895. Serial No. 564,201. (No model.)

*To all whom it may concern:*

Be it known that I, AMIS KRIDER, residing at Chicago Heights, in the county of Cook and State of Illinois, have invented a new and Improved Carriage-Top Connection, of which the following is a specification.

My invention relates to improvements in carriage-tops; and it primarily has for its object to provide a simple and inexpensive carriage-top bow-socket which will securely connect the carriage-top and the side bows, and which can be quickly and easily manipulated to release the said top, so it can be moved from the side bows bodily without clashing. In the trade a general agent will not permit the top to be clashed. Hence it is necessary in shipping to build crates sufficiently large to inclose the carriage with the top on and extended. An ordinary car will not hold over twenty-five buggies.

A further object of my invention, therefore, is to provide means for detachably securing the top to the side bows, so that the tops can be quickly lifted off and packed separate, thereby allowing for at least thirty-five buggies to be shipped in a car holding but twenty-five buggies with fixed tops.

With other minor objects in view, which hereinafter will be referred to, my invention consists in such novel features and peculiar combination of parts as will be first described in detail and then be specifically pointed out in the appended claim, reference being had to the accompanying drawings, in which—

Figure 1 is a view of a buggy having a top fitted thereon in accordance with my invention. Fig. 2 is a side view of the bows and the carriage-top, the parts being disconnected. Fig. 3 is a sectional view showing the connection of the socket to the top bow. Fig. 4 is a detail view of the end of top bow.

Referring to the accompanying drawings, A indicates the buggy-top, B, C, and D the top bows, and E the side bows, to which the top bows are joined in the manner best illustrated in Figs. 1 and 3 of the drawings, such top bows being provided with the usual pivoted bow-arms *a a*. The lower ends *b*, *c*, and *d* of the top bows project below the members *a*, and in the bottom of each end is produced a dovetail recess *f'*, which extends from one side to the center of end. This dovetail re-

cess is intended to receive the head *g'* of the thimble G, which has a threaded socket *g* and a non-circular portion *g*<sup>2</sup>. The head *g'* is held in the recess *f'* by means of a keeper-plate F, which is secured to the end of bow by means of ears *f*<sup>2</sup>, and said plate has a slot *f*, which is first brought into coincidence with the recess *f'* before the ears are secured, and the head *g'* can then be inserted. The plate is then turned slightly and the ears secured, thus connecting the end of bow to the thimble by means of the head *g'* and the slotted keeper-plate.

The upper end of each of the bows E has a screw-threaded member *e*, which is adapted to fit in the threaded socket in thimble G.

In the practical application of my invention when it is desired to remove the top the thimbles G are turned to unscrew from the bows E, the swivel connection of the said thimbles G permitting a free movement thereof. To fit the top in place, it is only necessary to place the same in position to permit the thimbles being screwed onto the ends *e* of the side bows.

In practice the side valance extends down over the connecting-point of the side and top bows, (see Fig. 1,) and in consequence keeps them out of sight and making them, as it were, secret joints.

My invention is exceedingly simple and can be readily attached to buggy and carriage tops of any ordinary construction.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

In a carriage-top of the folding type, the combination with the side bows E having threaded shanks *e*, at their upper ends, of the top or cross bows C, and D, the swivel-thimble or screw-socket G, adapted to receive the end *e* of the side bow, said thimble having a headed swivel member *g'*; and the keeper-plate F, having an aperture for the member *g'*, said plate being adapted to be screwed to the lower end of the top bow, substantially as shown and described.

AMIS KRIDER.

Witnesses:

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